

**4 Graydon Hall Drive
OPA & Rezoning Applications – Final Report**

Date:	February 9, 2010
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 34 – Don Valley East
Reference Number:	06 200047 NNY 34 OZ

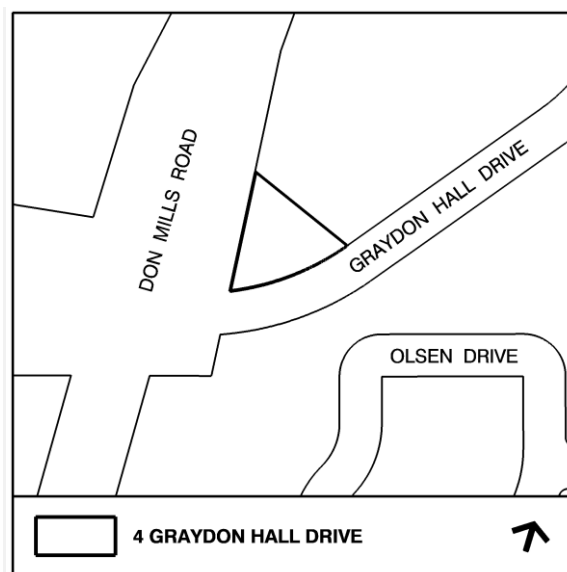
SUMMARY

This application was made on December 29, 2006 and is not subject to the new provisions of the *Planning Act* or the *City of Toronto Act, 2006*.

The application proposes to amend the Official Plan and Zoning By-law to permit a 12-storey, 56-unit residential building on a vacant site located at the northeast corner of Don Mills Road and Graydon Hall Drive. The building includes 51 apartment units on eight floors above a 3-storey podium that incorporates five grade-related units facing Graydon Hall Drive. The top floor of the building will contain indoor and outdoor amenity space.

The proposed redesignation of this site for residential purposes is appropriate. It is compatible with surrounding land uses and consistent with the *Apartment Neighbourhoods* policies of the Official Plan. It is consistent with the policies and provisions of the Provincial Policy Statement and is in conformity with the Growth Plan.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment No.9.
2. City Council amend Zoning By-law 7625 substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.10.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan and Zoning By-law Amendment, as may be required.
4. Before introducing the necessary Bills to City Council for enactment, Notice of Site Plan Approval Conditions shall be issued by the Director, Community Planning, North York District.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In April of 1993, former City of North York Council passed a city wide Interim Control By-law on all O2 (Private Open Space) zoned land, which included the subject site. The associated study dealt with residential uses in Open Space zones and recommended that all O2 zones be deleted and that residential uses be deleted as permitted uses in O1 zones (Open Space). The study led to the enactment of By-law 32322 on July 6, 1994. The By-law rezoned the subject site from O2 to O1 and deleted single detached dwellings and caretaker's dwellings as permitted uses.

The By-law was appealed to the Ontario Municipal Board by the current owner of the site who appeared in support of maintaining single detached dwellings as a permitted use on the subject site. The Board approved the By-law deleting residential uses and noted that based on other potential restrictions to the development of the subject site it would be appropriate for any future development plan proceed on the basis of a detailed development proposal supported by documentation on all issues including slope stability, parking and traffic/access to Graydon Hall Drive.

ISSUE BACKGROUND

Proposal

The application proposes to amend the Official Plan and Zoning By-law to permit the construction of a 12-storey, 56-unit residential building. The proposed building would be triangular in shape to respond to the configuration of the lot. It comprises 51 apartment

units on eight floors above a 3-storey podium containing 5 grade-related townhouse units facing Graydon Hall Drive. Included in the unit count is a suite for a building superintendant and a suite for resident guests. Amenity areas are located on portions of the ground floor, mezzanine, second floor and the rooftop of the building. Parking for 94 cars is provided comprising 4 visitor spaces on the surface near the entrance lobby and 90 spaces in a 3-level underground parking garage. The proposed building would have a gross floor area of 7,973 m² (85,821 sq.ft.) resulting in a density of 4.9 FSI.

Detailed site statistics are included in the Application Data Sheet in Attachment 8.

Site and Surrounding Area

The site is located on the northeast corner of the signalized intersection at Don Mills Road and Graydon Hall Drive, one of two vehicular points of entry from Don Mills Road to the Graydon Hall community. The size and configuration of the lot is unique to the area. The site is the smallest property in the apartment neighbourhood having an area of only 1,597m² (17,190 sq.ft.). Located at the southern edge of a neighbourhood of high rise apartment buildings, the lot is triangular in shape with a frontage along Graydon Hall Drive and Don Mills Road of approximately 60m (197 ft.) and 58m (190 ft.) respectively. It is presently vacant save and except for a few trees and brush. It slopes steeply from the north property line, flattens out for a portion and then slopes less steeply towards both Don Mills Road and Graydon Hall Drive. The difference in grade between the north property line and southwest corner of the site is approximately 7 metres.

The Graydon Hall neighbourhood is characterized by a series of high rise apartment buildings ranging in height from 20-26 storeys on large sites averaging 1.75 ha (4.5 ac.) in size. Opposite the site, on the west side of Don Mills Road, the lands are developed with two, 20-storey apartment buildings. Further west is the Don River ravine system. Lands south and east of the site are developed with single family dwellings and a large park. Directly south of the site is a vacant parcel of land zoned for a single detached dwelling and an existing single detached home owned by the applicant at 78 Olsen Drive.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The site is designated *Parks and Open Spaces- Natural Areas* in the Official Plan. This designation does not permit residential uses. Lands designated *Parks and Open Space Areas – Natural Areas* are to be maintained primarily in a natural state while allowing for a range of recreational, cultural, educational uses and conservation projects, among others. The site is not part of the nearby *Green Space System* as identified on Map 2 – Urban Structure but is located near the Natural Heritage System as identified on Map 9 of the Plan.

The Natural Environment policies of the Plan speak to the need to evaluate all proposed development on or near the Natural Heritage System to determine the potential for the development to adversely impact the system. Policy 3.4.3 and 3.4.12 notes a study may be required to assess the proposed development's impact on the natural environment and proposed measures to reduce negative impacts on and where possible, improve the natural environment.

The Plan also states that lands in *Parks and Open Space Areas* that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City, or any other public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan. The application was circulated to a number of City divisions and agencies, including the TRCA, and the City of Toronto Parks, Forestry and Recreation Division to determine among other matters if there is any interest in purchasing the site.

Policy 3.4.8 requires development to be set back 10 metres from the top-of-bank or in other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property.

Policy 3.4.9 notes that lands below the top-of-bank may not be used to calculate permissible density in the zoning by-law or used to satisfy parkland dedication requirements.

Zoning

The site is zoned O1 (Open Space Zone). The zoning permits commercial uses when operated by a public authority (i.e., refreshment pavilion or booth), recreational uses including but not limited to a public park, community centres, swimming pools, tennis courts, and institutional uses including schools and day nurseries.

Site Plan Control

A Site Plan Control application has been submitted to implement the proposal and is currently being reviewed by staff in conjunction with the Official Plan and Zoning By-law Amendment applications.

Ravine Control

The site is subject to the City of Toronto Ravine and Natural Feature Protection By-law. Specifically, the purpose of the by-law is to promote the management, protection and conservation of ravines and associated natural and woodland areas and to prohibit and regulate the injury and destruction of trees, filling and dumping in areas defined in Schedule A of the by-law. A permit is required to conduct any of the above activities on the ravine protected areas. The General Manager of Parks, Forestry & Recreation is authorized to issue permits to injure or destroy trees or alter the grade where applicable. The issuance of permits may be subject to conditions.

Toronto and Region Conservation Authority

The entire subject property is regulated by the Toronto and Region Conservation Authority (TRCA). Under the Conservation Authorities Act, the TRCA has the power to regulate development in certain designated areas. The areas under the TRCA's control are identified in Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation) established under the authority of the Act. A permit is required from the TRCA prior to any of the following works: straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland or development, if in the opinion of the authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

The TRCA's Valley and Stream Corridor Management Program (VSCMP) sets out development guidelines for properties affected by valleys and streams. The limits of a valley corridor are determined to be a minimum of 10 metres inland from the stable top of valley bank, while the limits of a stream corridor are a minimum of 10 metres inland from the Regulatory Floodplain. Any new development should be consistent with the policies of the VSCMP.

Reasons for Application

An Official Plan Amendment is required as the subject lands are designated *Parks and Open Space Areas – Natural Areas* and are located within (below) the top-of-bank of the valley. The policies of the Official Plan do not permit residential development in this location. . Exceptions to Natural Environment Policy 3.4.8 (location of development relative to the top-of-bank) and Policy 3.4.9 (zoning and density of lands below the top-of-bank) are also necessary.

An amendment to the former City of North York Zoning By-law 7625 is required to permit residential uses on the site including appropriate performance standards.

Community Consultation

The proposal was presented to local residents at a community consultation meeting on April 4, 2007 at George S Henry Secondary School. The meeting was attended by the local Councillor and his Executive Assistant, the applicant and his consultants.

Approximately 30 members of the public were in attendance. The community expressed the following concerns regarding the proposal:

- proposal would increase traffic congestion in the immediate neighbourhood, especially at the intersection of Graydon Hall Drive and Don Mills Road during morning hours;
- access/egress to the site will be dangerous due to the sloping grade of Graydon Hall Drive towards Don Mills Road and the curve in the street;
- insufficient parking will create on-street parking issues on Graydon Hall Drive;
- the development will create a nuisance during the construction phase (i.e., noise, dust, fumes, mud, debris and traffic); and
- the lack of accommodation in nearby schools.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to evaluate the application and to formulate appropriate by-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. The development provides for a range of unit sizes and promotes intensification through a compact building form utilizing existing infrastructure. The site is located in close proximity to a main street and within walking distance of public transit and as such, the development will also promote ridership for the transit system. The proposal also does not negatively affect the natural environment, as discussed in detail below.

The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. The proposal helps to optimize the utilization of existing services and public infrastructure and reduce the need to convert rural land to urban uses. The site is located in an area designated for higher densities and with good access to public transit.

Natural Environment

The Natural Environment polices of the Plan speak to the need to evaluate all proposed development on or near the Natural Heritage System to determine the potential for the development to adversely impact the system. The natural heritage system is located on the west side of Don Mills Road and south of Graydon Hall Drive. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions.

In order to assess the appropriateness of residential uses on the subject site, it is necessary to first determine if the proposed development would have a significant negative impact on the Natural Heritage System.

Policy 3.4.12 of the Plan speaks to the potential need to submit a Natural Heritage Impact Study to assist in the evaluation of the proposal and assist and/or mitigate the development's impacts on the nearby natural heritage system. A matter such as landscape connectivity is considered a critical component to the health of the natural system allowing for the movement of flora and fauna. Connectivity can contribute to increased local species richness, opportunities for movement between core areas, and shelter from disturbance and predation. Given the site is not connected to the system and separated by municipal roads, a study was not required.

Impacts of the proposed development on the natural heritage system were assessed through the ravine by-law review process and through TRCA review. The review determined there is no natural heritage on the site and there is no impact to the natural features and functions of the nearby heritage system. Parks, Forestry and Recreation staff and the TRCA staff have reviewed the application and supporting materials and have no objections to the proposal subject to the applicant obtaining necessary permits.

Land Use

Given the size, location and attributes of the site, staff in Parks, Forestry and Recreation as well as the Toronto Region Conservation Authority are not recommending acquisition of the site to extend the nearby public open space system. The site is not contiguous to the Natural Heritage System which is located west of Don Mills Road and south of Graydon Hall Drive. As well, development of the site will not adversely impact the Natural Heritage System. The site is located at the southern edge of a tall building district designated *Apartment Neighbourhoods*. Apartment buildings are also located opposite the site on the west side of Don Mills Road. Given the above, and the larger area context and Official Plan designations, the request to redesignate the site to *Apartment Neighbourhoods* is appropriate.

Height, Density and Massing

Given the above, and that the proposal is for multiple family residential uses, the application has been evaluated using the *Apartment Neighbourhoods* policies of the Plan. The policies are aimed at ensuring that the built form of new development fits within the context of its surrounding area.

The Official Plan contains policies relating to height and massing, particularly in the *Apartment Neighbourhoods* and *Built Form* sections of the Plan. Specifically, new buildings are to be located and massed to provide a transition between areas of different development intensities and scale through means such as appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods* (located south of the site). The Plan directs that new development limit its impacts on adjacent streets, parks and neighbourhoods, and maintain acceptable levels of sunlight, privacy and sky views for both new and existing residents. In addition, the Official Plan includes a policy that buildings must frame the edges of streets with good proportion to maintain adequate sunlight, skyview and comfortable wind conditions for pedestrians.

As noted previously, the size and configuration of the site is unique to the area and located at the street corner and positioned as gateway site into the neighbourhood. Located on the edge of a tall building district, the development provides an opportunity to incorporate underutilized lands into the residential fabric of the adjacent *Apartment Neighbourhood* and not impact on the nearby natural area and stable residential neighbourhood south of Graydon Hall Drive. An application to introduce an apartment building at this location is appropriate as it serves as an extension to the existing established apartment neighbourhood located to the north. The site to the immediate north (20 Graydon Hall Drive) is developed with a 20-storey apartment building with zoning in place to construct another 24-storey apartment building on the southerly portion of the site with 3-storey townhouses along the Graydon Hall Drive frontage.

The orientation of the proposed building and the approved buildings to the north, together with the separation distance, will adequately limit privacy, sky view and shadow impacts for residents in both developments. Given the site is on the north side of Graydon Hall Drive there are no shadow impacts on properties in the adjacent lower-scale *Neighbourhoods* to the south. The proposed building height is suitable within the built form context and provides an appropriate transition between the tall building site to the north and the lower scaled residential neighbourhood to the south. The transition is further emphasized through a series of upper floor setbacks and stepping down of heights towards Graydon Hall Drive.

The proposal appropriately addresses built form policies that address street edge conditions. The building design incorporates a 3-storey base that frames the street at an appropriate scale and animates Graydon Hall Drive with five street related townhouse units. The units include front yard porches overlooking the street and entrances connected to the public sidewalk. The inclusion of these units provides better definition and support at an appropriate scale along the street and will continue and strengthen the built form that will be created by the approved townhouses on the neighbouring apartment site. The entrance to the main lobby of the building is oriented towards Graydon Hall Drive as well as indoor recreation space (party room).

The proposed built form and its relationship to the public street complements the development planned north of the site and given its location at the corner of a major arterial road represents an appropriate level of residential intensification. The density of the proposed development is 4.9 times the area of the lot which is comparable with the recent approval at 20 Graydon Hall Drive. Density is but one of the factors when regulating developments. Other development criteria, such as building height, angular planes, set backs, step backs and other massing, design, parking and traffic considerations have been considered together with the density to assess the built form. The size, configuration and location of the lot are also considerations. The proposed density has been managed through appropriate built form and design principles that respond to the unique features of the site and address *Apartment Neighbourhoods* and *Built Form* sections of the Plan.

Given the above considerations, the height, density and massing of this proposal are acceptable.

Traffic Impact, Access and Parking

The traffic impact study submitted by the applicant concludes that the signalized intersection at Don Mills Road is expected to continue operating at acceptable levels of service with the additional trips that would be generated by the proposed development. The report takes into account existing conditions in the neighbourhood (including the approved building at 20 Graydon Hall) and from a broader context traffic increases related to other approved developments in the vicinity of the site (i.e., Parkway Forest). Transportation Services Division staff has reviewed the study and accepts its conclusions.

One of the concerns expressed by local residents relates to vehicular access/egress to the site. It is the view of some residents that a driveway to/from the site would be dangerous due to the slope of Graydon Hall Drive (towards Don Mills Road) together with the curve in the street. The development proposes one full-move driveway onto Graydon Hall Drive. The driveway is situated approximately 88m (289 feet) east of the intersection, at the easternmost limit of the site. The driveway provides access to underground parking for 90 cars and 4 surface parking spaces (short term/visitors/parking for persons with physical disabilities), a circular drop-off to the lobby of the building and the service area.

The transportation study concludes that in view of the limited traffic the development is expected to generate, the proposed driveway onto Graydon Hall Drive is expected to operate at acceptable levels of service and have minimal impact on boundary roadways under the future traffic conditions. The report acknowledges however that during the morning peak period the driveway may be blocked by westbound queues to Don Mills Road and residents may need to wait for the queues to clear before turning to or from Graydon Hall Drive. Transportation Services staff have reviewed the proposal and support the location of the driveway and have not expressed any concerns with respect to the driveway and its relationship to the existing gradient and curvature of Graydon Hall Drive. It should be noted that through the application review process the design of the driveway has been revised to address technical comments made by staff.

Policy 4.2.2(d) of the Official Plan requires new development to provide sufficient vehicle parking for residents and visitors. One of the concerns conveyed by residents at the community consultation meeting was that a lack of parking could create on-street parking issues on Graydon Hall Drive. The applicant has opted to meet the requirements of the Zoning By-law; being 1.25 spaces per unit for residents and 0.25 spaces per unit for visitors. Based on 56 units these rates translate to a minimum supply of 84 spaces (63 spaces for tenants and 21 spaces assigned to visitors). The applicant is providing 94 spaces.

In accordance with Official Plan Policy 4.4.2(e) the view of the service area, ramp to underground parking and garbage storage are contained within the building envelope and not visible from adjacent streets and residences.

Amenity Space

Policy 4.2.2(f) of the Official Plan requires that new development provide adequate indoor and outdoor recreation space for residents. The Plan is not prescriptive as to the location or amount of open space rather each application is assessed based on its own merits and context.

The proposed building footprint covers approximately 57% of the site. The driveways and loading area occupy approximately 23% of the site. The remaining 20% of space is open space. In view of the size and configuration of the site and responding building design, the grade related open space is located around the perimeter of the site in the form of landscaping amenity. Outdoor recreational amenity space for the tenants has been incorporated within the design of the building on various building levels at an overall rate of approximately 5.0m² per dwelling unit; a rate higher than most new residential developments. This rate equates to 284m² of space. All outdoor amenity spaces are linked to indoor amenity spaces and comprise an outdoor children's play area, landscaped patios and decks. The building features a sun deck and green roof designed to meet the City's green roof performance criteria. In addition, private front yard patios for the grade-related townhouses facing Graydon Hall Drive will be provided. It should also be noted the area is well served with public parkland and open space. Graydon Hall Parks is located opposite the site on the west side of Graydon Hall Drive and the Betty Sutherland Trail is located west of the site in the Don River ravine system.

Indoor amenity space will be provided at a rate of approximately 9.5m² per dwelling unit, a rate significantly higher than most new residential developments. This rate equates to 542m² of space and comprises: a children's play area, a meeting/party room on the ground floor; a library/card room as well as an exercise/games room on the mezzanine level; a health and fitness facility on the second floor; and a sunroom/lounge on the 12th floor/roof.

These rates will be reflected in the site specific zoning by-law.

Open Space/Parkland

Applicability of Parkland Dedication

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local parkland provisions across the City. The subject site is in an area with 0.8-1.56 hectares of local parkland per 1,000 people. The site is in the middle quintile of current parkland provision. The site is not in a parkland priority area as per Alternative Parkland Dedication By-law 1420-2007.

Calculation of Parkland Dedication

Because the site is not located within a Parkland Acquisition Priority Area, the parkland dedication would be the 5% residential rate as per By-law 30152. The required parkland dedication will be 80m².

Proposal for Dedication of Parkland

The applicant proposes to satisfy the parkland dedication requirement through cash-in-lieu. Parks, Forestry and Recreation staff advise this is appropriate as the 80m² dedication is too small to be of functional use.

Ravine Control

The site is subject to the City of Toronto Ravine and Natural Feature Protection By-law and is regulated by the Toronto and Region Conservation Authority (TRCA) as part of the Don River Valley.

As stated previously, TRCA staff has reviewed the plans and geotechnical report and have no objections with the application subject to the applicant applying for and obtaining a permit under Ontario Regulation 166/06. TRCA staff have advised there are no slope instability issues, erosion, flooding, or other physical conditions that present a risk to life or property regarding the development. TRCA staff have also advised they are not pursuing any acquisition to extend the green space system.

The applicant filed an Arborist Report which has been reviewed by Urban Forestry staff who administer the Ravine and Natural Feature Protection By-law as well as the Trees on City Streets By-law.

Urban Forestry staff advise the entire site is subject to the provisions of the Ravine and Natural Feature Protection By-law and have identified 6 trees on site that would be removed to accommodate the development. Staff advise the required compensation for the tree removal would be 82 native trees which must be planted on site or on nearby ravine protected land. They are recommending the applicant provide a cash-in-lieu payment in the amount of \$47,806 to cover the cost of planting natives trees in local ravine parkland. The owner will be required to obtain the necessary permit prior to removing any trees pursuant to the Ravine and Natural Feature Protection By-law. Details of the appropriate replacements and securities will be addressed through the Site Plan Control process.

With respect to the Trees on City Streets By-law, Urban Forestry staff advise there is one qualifying City-owned tree located on Graydon Hall Drive that is in poor health and not viable to maintain. Staff note the applicant is proposing to plant 18 trees within the Don Mills Road and Graydon Hall Drive road allowances that abut the site and is requiring the applicant to submit a tree planting deposit in the amount of \$10,494 to cover the cost of the trees and to ensure the trees are planted and maintained during the two-year guarantee period. The owner will be required to obtain the necessary permits prior to removing the existing street tree pursuant to the City Streets By-law. Urban Forestry staff have reviewed the new tree planting plan and is recommending revisions to the tree species. Details of the appropriate replacements and securities will be addressed through the Site Plan Control process.

In view of the above, Planning staff support exceptions to Official Plan policies that deal with development below the top of bank.

Toronto Green Standard

The Green Standard contains site and building performance targets that promote better environmental sustainability of development in Toronto. This application was submitted in advance of the approval of the Toronto Green Standard. However, the applicant has been encouraged to review the City's Green Standard initiative to identify any elements that could reduce the environmental impact of the proposed development. A review of the checklist completed by the applicant indicates the development achieves several targets including:

- the use of local materials;
- the provision of user-friendly and accessible handling and storage facilities for recyclable materials and organic waste;
- the provision of bicycling and pedestrian infrastructure;
- stormwater management/retention;
- the use of high efficiency fixtures and appliances;
- landscape treatments and green roofing techniques to reduce the urban heat island effect; and
- minimizing air emissions and dust during construction; and the use of low emission construction materials.

Section 37

Section 37 authorizes a municipality with appropriate Official Plan provisions to pass zoning by-laws involving increases in the height and/or density otherwise permitted by the Zoning By-law in return for the provision by the owner of community benefits.

Policy 5.1.1 of the Official Plan sets out the policies governing the use of Section 37 in zoning by-laws. Policy 5.1.4 provides that Section 37 be applied with respect to increases in gross floor area greater than 10,000m². In certain circumstances, irrespective of this threshold, the Plan states Section 37 may be applied where there are Secondary Plan or area specific policies in effect that contain Section 37 provisions. Further, Section 37 may also be applied, again irrespective of this threshold, to conserve heritage resources or rental housing or be used as a mechanism to secure capital facilities required to support the development. None of the above circumstances apply to this development. As such, with a proposed building gross floor area of 7,973 m² (85,821 sq.ft.), the project is exempt from the application of Section 37.

Servicing

The applicant has submitted a site servicing assessment which provides information regarding stormwater management, water supply, and sanitary servicing of for the site and provides detailed engineering designs for the lands. The report confirms the existing municipal infrastructure is adequate to service the proposed development. Technical Services staff have reviewed the report and accepted its findings subject to minor revisions which are being addressed by the applicant through the Site Plan Control process.

Technical Services is requiring the applicant to convey a corner rounding at the corner of Don Mills Road and Graydon Hall Drive and relocate/reconstruct a new 1.7m wide sidewalk across the Graydon Hall Drive frontage of the site. Staff are also requiring the applicant to submit further details regarding the refuse collection arrangements. These matters will also be addressed and secured through the Site Plan Control process.

Bicycle Parking

The Official Plan contains policies which encourage reduced automobile dependency as well as promote alternative modes of transportation. These policies seek to increase opportunities for better walking and cycling conditions for residents of the City. Policy 2.4.7 states, "Policies, programs and infrastructure will be introduced to create a safe, comfortable, and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including the provision of bicycle parking facilities in new developments". The development accommodates 25 bicycle parking spaces on parking level P1 for the exclusive use of residents.

Tenure

All units will be part of a condominium corporation. An application for draft plan of condominium approval will be required.

Schools

The Toronto District School Board (TDSB) has reviewed the application and advises that in view of the number of residential units proposed, a significant impact on local schools is not anticipated. The local schools are Rene Gordon Public School, Donview Middle School and George S. Henry Secondary School. The Board notes that although the secondary school is operating at capacity, the impact from this development is insufficient to require the standard warning clauses. Comments from the Toronto Catholic District School Board were not provided. It is noted that the Catholic School Board has an Education Development Charge By-law in place. A payment of \$544 per dwelling unit would be required at the time of issuance of the first building permit.

Site Plan Control

On August 25, 2009 the applicant submitted an application for Site Plan Control Approval. Before introducing the necessary Bills to City Council for enactment, staff recommend that Notice of Site Plan Approval Conditions be issued by the Director, Community Planning, North York District. One of the concerns expressed by residents at the community consultation meeting related to construction activity and the related off-site impacts. As a condition of Site Plan Control approval, the applicant will be required to submit a Construction Management Plan to the satisfaction of Technical Services staff in consultation with the Director of Community Planning. The plan will include information regarding the demolition and construction timetable and protocols to address construction activities such as noise, dust, temporary loss of facilities and services, parking of vehicles, standards for cleanliness of public spaces and contact numbers for complaints.

Development Charges

It is estimated that the development charges for this project will be \$86,614. This is an estimate. The actual charge is assessed and collected upon building permit issuance.

CONTACT

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SIGNATURE

Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 2: East Elevation

Attachment 3: South (Graydon Hall Drive) Elevation

Attachment 4: West (Don Mills Road) Elevation

Attachment 5: Perspective

Attachment 6: Zoning

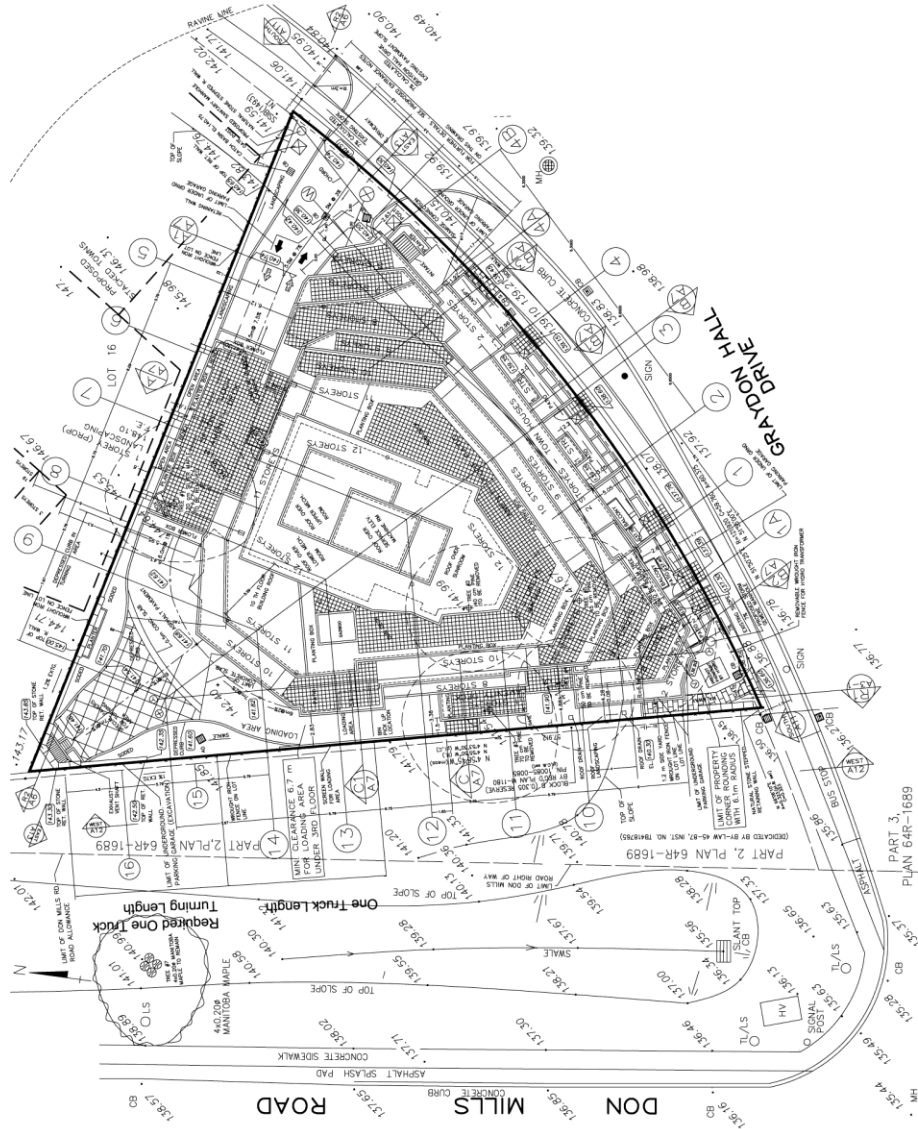
Attachment 7: Official Plan

Attachment 8: Application Data Sheet

Attachment 9: Draft Official Plan Amendment

Attachment 10 Draft Zoning By-law Amendment

Attachment 1: Site Plan



4 Graydon Hall Drive

File # 06_200047

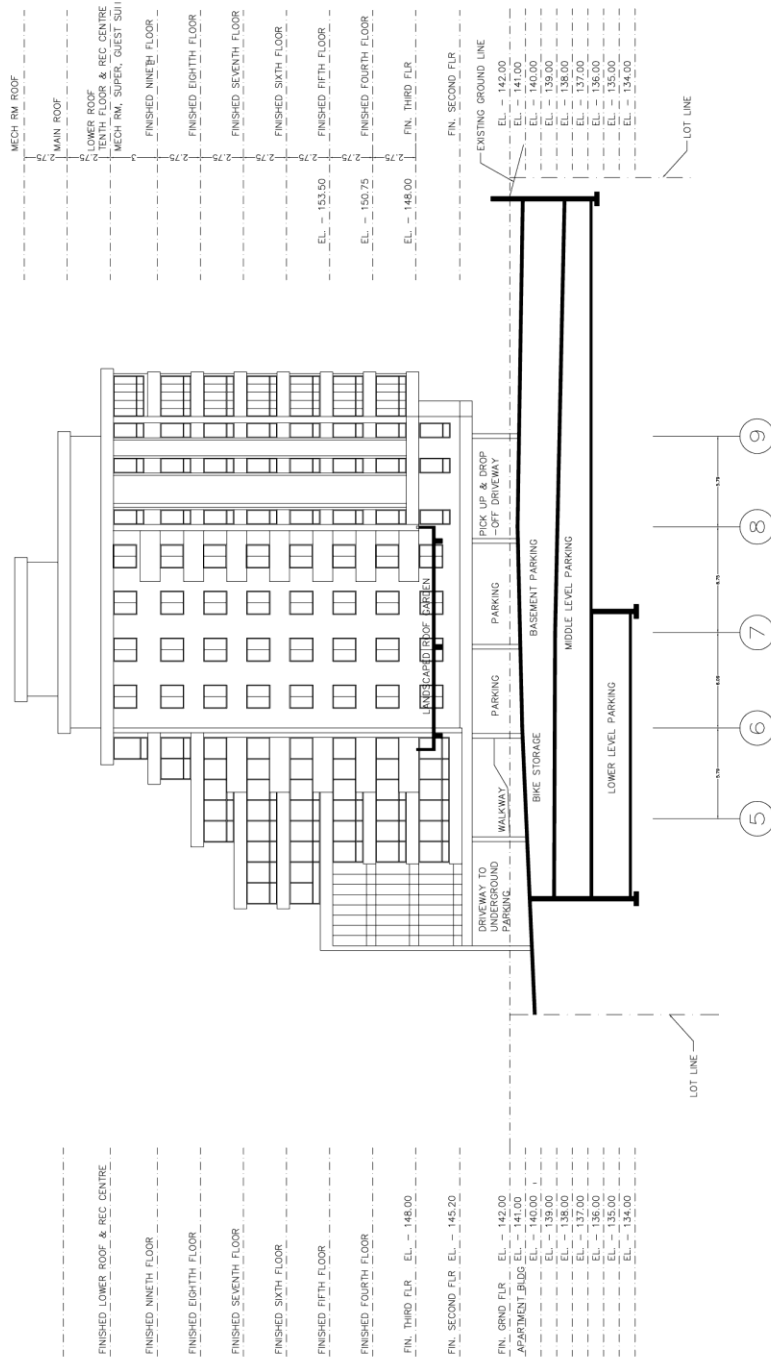
Site Plan

Applicant's Submitted Drawing



Not to Scale
02/04/2010

Attachment 2: East Elevation



EAST ELEVATION



Elevation

4 Graydon Hall Drive

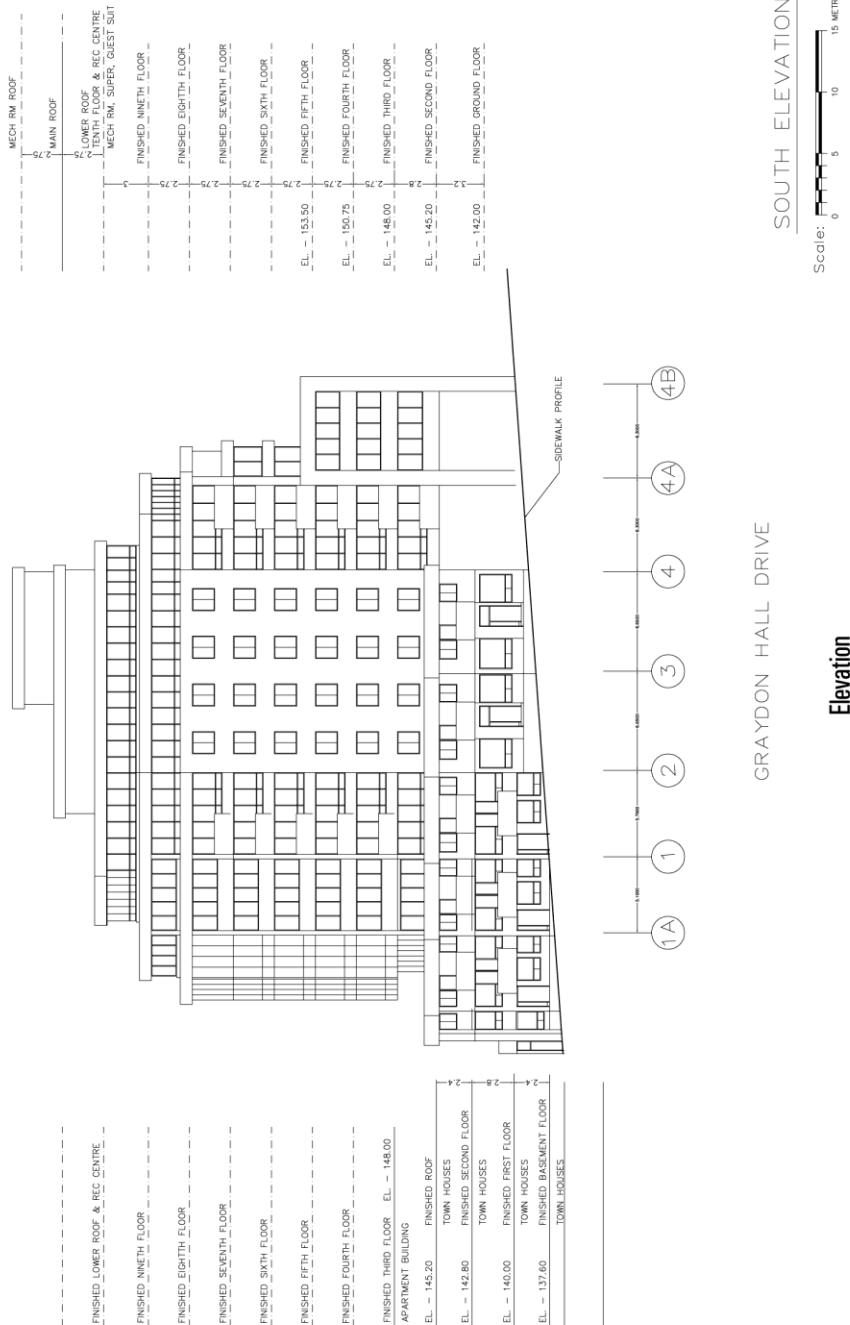
Elevations

Applicant's Submitted Drawing

Not to Scale
06/15/2009

File # 06_200047

Attachment 3: South (Graydon Hall Drive) Elevation



4 Graydon Hall Drive

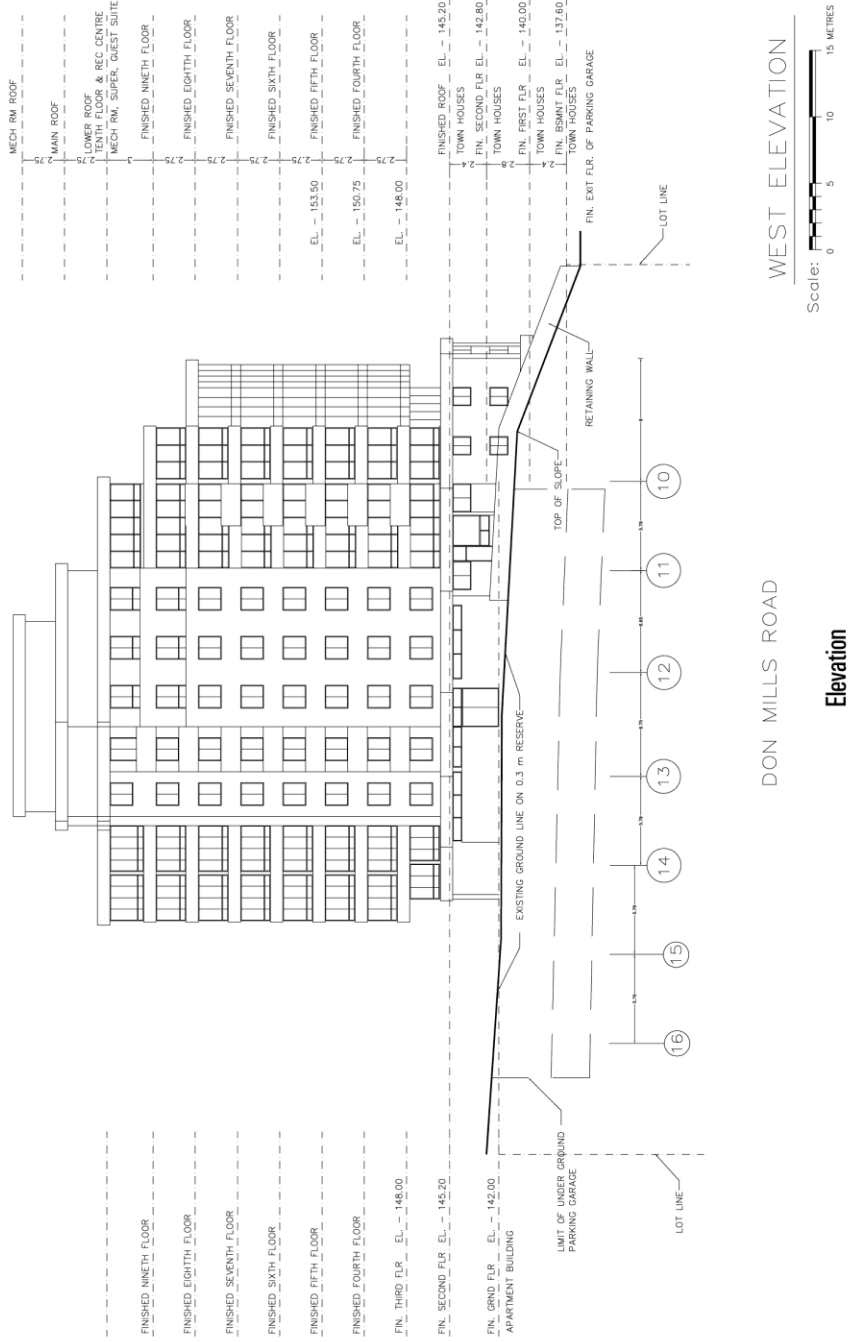
Elevations

Applicant's Submitted Drawing

Not to Scale
06/15/2009

File # 06 200047

Attachment 4: West (Don Mills Road) Elevation

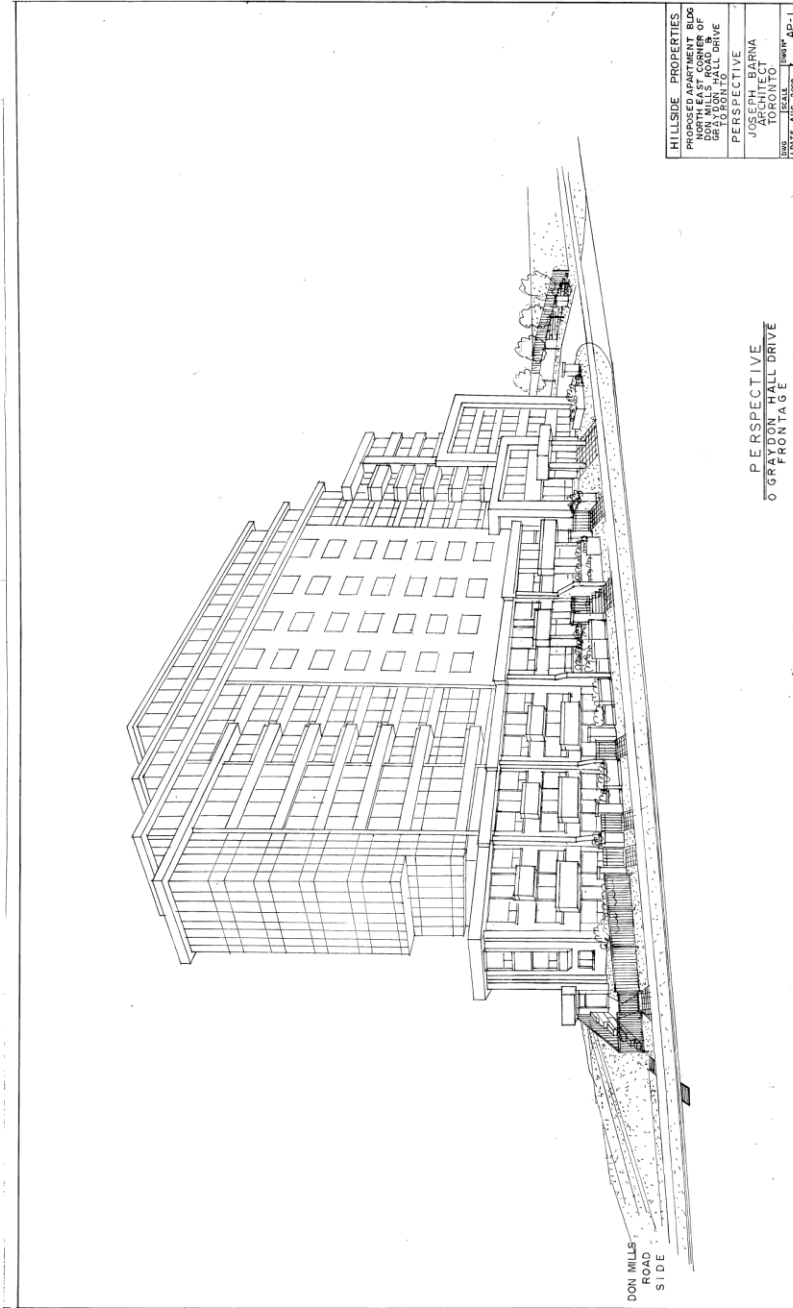


4 Graydon Hall Drive

Elevations
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06/15/2009

File # 06_200047

Attachment 5: Perspective



HILLSIDE PROPERTIES
 PROPOSED APARTMENT BUILDING
 DON MILLS ROAD SIDE OF
 DON MILLS ROAD &
 GRAYDON HALL DRIVE
 TORONTO, ONTARIO

PERSPECTIVE
 0 GRAYDON HALL DRIVE
 FRONTAGE

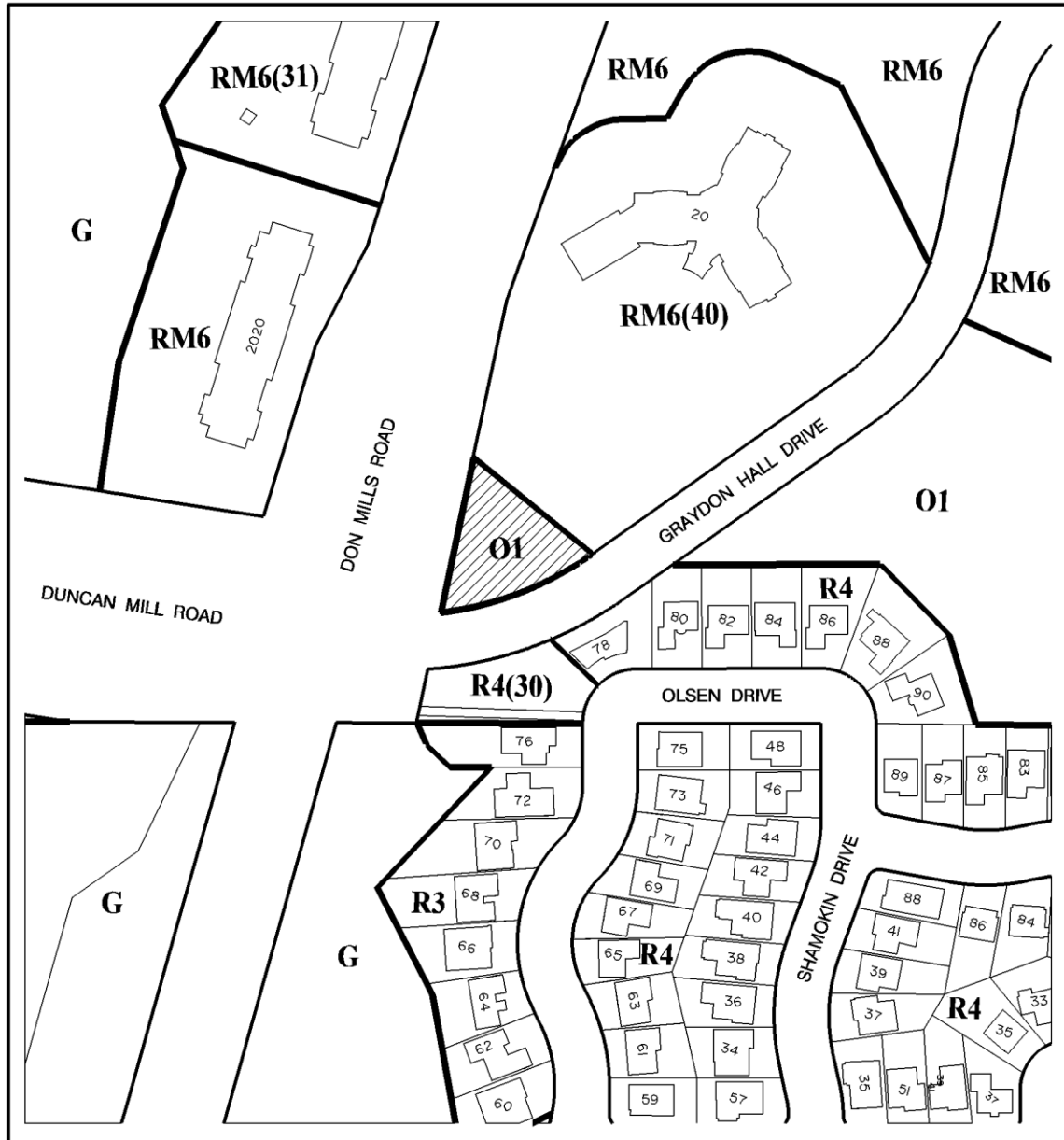
DATE: 06/15/2009
 DRAWN: J.B.
 CHECKED: J.B.
 PROJECT: AP-1

Perspective 4 Graydon Hall Drive

Applicant's Submitted Drawing
 Not to Scale
 06/15/2009

File # 06_200047

Attachment 6: Zoning



TORONTO City Planning
Division
Zoning

4 Graydon Hall Drive

File # 06_200047

- O1 Open Space Zone
- G Greenbelt Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone

- R3 One-Family Detached Dwelling Third Density Zone
- R4 One-Family Detached Dwelling Fourth Density Zone



Not to Scale
Zoning By-law 7625
Extracted 02/12/07

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

Attachment 7: Official Plan



 **TORONTO** City Planning
Division
Official Plan

4 Graydon Hall Drive

File # 06_200047

- | | |
|--|---|
|  Site Location |  Natural Areas |
|  Neighbourhoods |  Parks |
|  Apartment Neighbourhoods | |



Not to Scale
June 2006

Attachment 8

APPLICATION DATA SHEET

Application Type	Official Plan Amendment & Rezoning	Application Number:	06 200047 NNY 34 OZ
Details	OPA & Rezoning, Standard	Application Date:	December 29, 2006
Municipal Address:	4 GRAYDON HALL DR		
Location Description:	PLAN M1180 LOT 15 **GRID N3401		
Project Description:	Application to amend Official Plan and Zoning By-law to permit a 12-storey, 56-unit residential building comprising 51 apartment units and 5 grade-related townhouse units.		
Applicant:	Agent:	Architect:	Owner:
JOSEPH BARNA		JOSEPH BARNA	JOSEPH BARNA

PLANNING CONTROLS

Official Plan Designation:	Parks and Open Space- Natural Areas	Site Specific Provision:	No
Zoning:	O1 (Open Space Zone)	Historical Status:	No
Height Limit (m):	N/A	Site Plan Control Area:	Yes

PROJECT INFORMATION

Site Area (sq. m):	1597.7	Height:	Storeys:	12
Frontage (m):	60.37		Metres:	39.75
Depth (m):	56.02			
Total Ground Floor Area (sq. m):	611			Total
Total Residential GFA (sq. m):	7973.47		Parking Spaces:	94
Total Non-Residential GFA (sq. m):	0		Loading Docks	1
Total GFA (sq. m):	7973.47			
Lot Coverage Ratio (%):	56.9			
Floor Space Index:	4.9			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo			
Rooms:	0	Residential GFA (sq. m):	7973.47	0
Bachelor:	1	Retail GFA (sq. m):	0	0
1 Bedroom:	1	Office GFA (sq. m):	0	0
2 Bedroom:	54	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	56			

CONTACT:	PLANNER NAME:	Steve Forrester, Senior Planner
	TELEPHONE:	(416) 395-7126

Attachment 9: Draft Official Plan Amendment

Authority: North York Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 2010

Enacted by Council: ~, 2010

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-2010

**To adopt Amendment No. 109 for the City of Toronto with respect to
4 Graydon Hall Drive**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 109 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 2010.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

The following text and schedule constitute Amendment No.109 to the Official Plan for the City of Toronto.

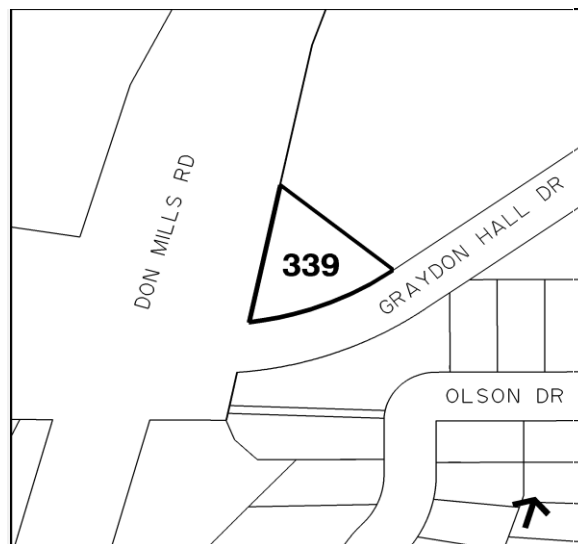
OFFICIAL PLAN AMENDMENT

The Official Plan of the City of Toronto is amended as follows:

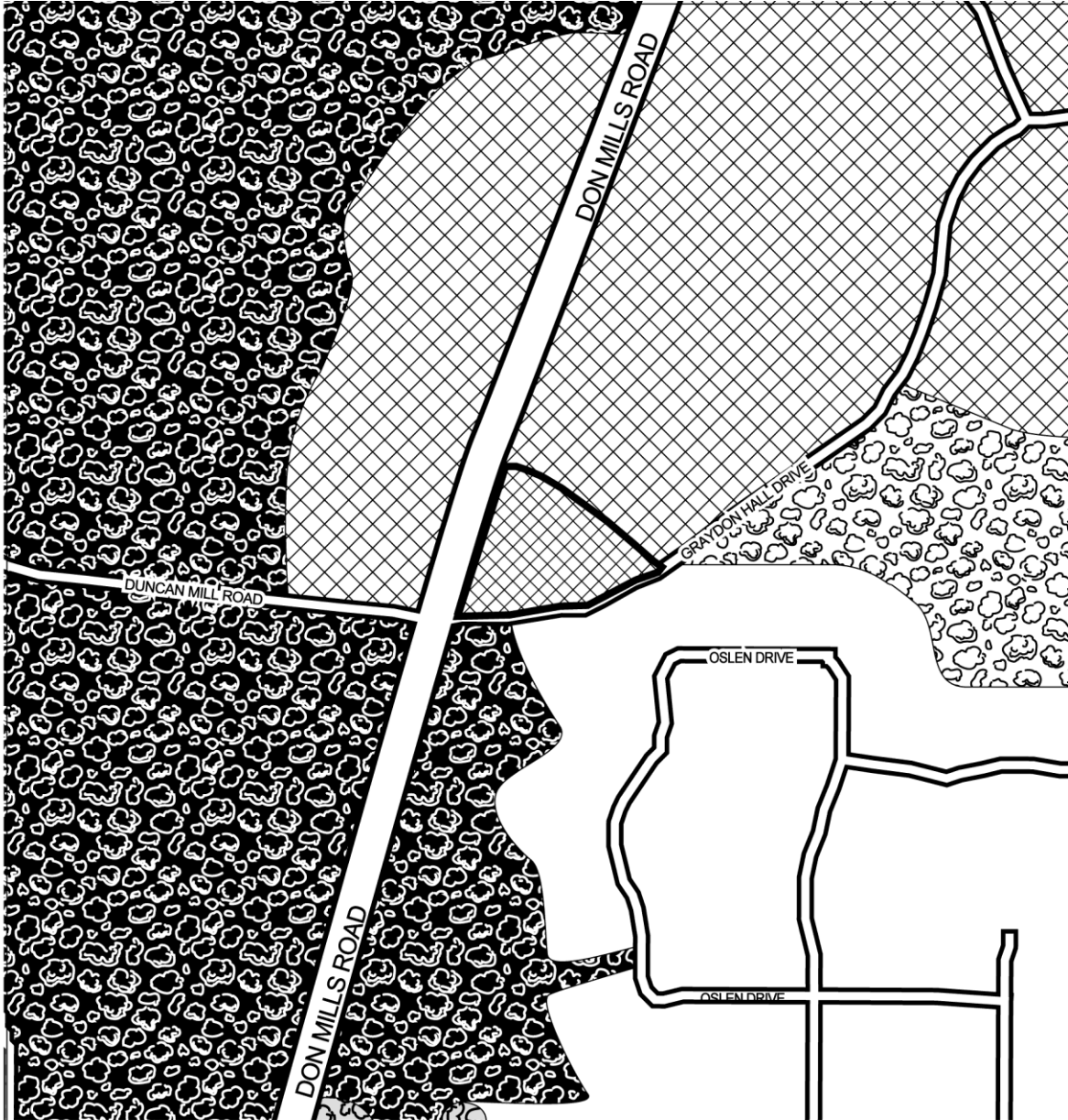
1. Map 19, Land Use Plan, is amended by re-designating the lands known municipally known in 2010 as 4 Graydon Hall Drive from *Parks and Open Space Areas - Natural Areas* to *Apartment Neighbourhoods*, as shown on the attached Map
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 339 for lands known municipally in 2010 as 4 Graydon Hall Drive, as follows:

“339 4 Graydon Hall Drive

- (a) Development is permitted within 10 metres of the top-of-bank of the valley.
- (b) Lands below the top-of-bank may be used to calculate permissible density in the Zoning By-law.



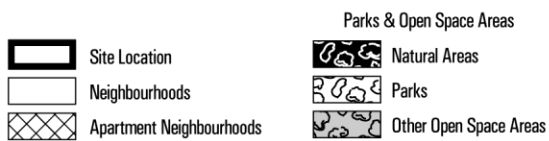
3. Map 30, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 339 to the lands municipally known in 2010 as 4 Graydon Hall Drive as shown on the map above.



Official Plan Amendment # 109

Land Use Map 19 is amended by redesignating the lands at 4 Graydon Hall Drive from Parks & Open Spaces - Natural Areas to Apartment Neighbourhoods

File # 06_200047



Attachment 10: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ , as adopted by City of Toronto Council
on ~ , 2010
Enacted by Council: ~, 2010

CITY OF TORONTO BY-LAW No. ~-2010

To amend former City of North York Zoning By-law No. 7625, as amended, in respect of lands municipally known as 4 Graydon Hall Drive

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law No. 7625 are hereby amended in accordance with Schedule “1” of this By-law.
2. Section 64.20-A of By-law No. 7625 is amended by adding the following subsection:

“64.20 –A (187) RM6 (187)

DEFINITIONS

- (a) For the purpose of this exception, “gross floor area” shall mean the total area of all of the floors in a building, measured between the outside walls of the building but excluding motor vehicle access, circulation or parking areas within the building.
- (b) For the purposes of this exception, “underground” is defined as below established grade.
- (c) For the purpose of this exception “guest suite” shall mean a dwelling unit that is available for use on a temporary basis as overnight accommodation for persons visiting residents of an apartment house or multiple attached dwelling.

PERMITTED USES

- (d) The only permitted uses shall be:
 - (i) Apartment House Dwelling including private recreational amenity areas;
 - (ii) Multiple Attached Dwelling; and

- (iii) Guest Suite.
- (e) Use Qualifications
 - (i) Outdoor recreational amenity areas may be located on rooftop terraces.

EXCEPTION REGULATIONS

GROSS FLOOR AREA

- (f) The provisions of Section 20-A.2.5 (Gross Floor Area) shall not apply.
- (g) The maximum permitted gross floor area shall be 7,980m².

DWELLING UNITS

- (h) The maximum number of dwelling units shall be 56 which may include one guest suite.

LANDSCAPING

- (i) The provisions of Section 15.8 (Landscaping) shall not apply.

RECREATIONAL AMENITY AREA

- (j) A minimum of 9m² of indoor recreational amenity area per dwelling unit shall be provided.
- (k) A minimum of 5m² of outdoor recreational amenity area per dwelling unit shall be provided.

LOT COVERAGE

- (l) The provisions of Section 20-A.2.2 (Lot Coverage) shall not apply.

YARD SETBACKS

- (m) The provisions of Section 20-A.2.4 (Yard Setbacks) shall not apply.
- (n) The minimum yard setbacks for all buildings and structures above established grade shall be as set out on Schedule “RM6 (187)”.
- (o) The minimum yard setbacks for underground parking structures shall be 0 metres.

HEIGHT

- (p) The provisions of Section 20-A.2.6 (Building Height) shall not apply.
- (q) The maximum building height and number of storeys shall not exceed the maximum height in metres and number of storeys shown on Schedule “RM6(187)”.
- (r) A penthouse or other roof structure which is used only as an ornament or to house the mechanical equipment of the building does not constitute a storey and shall be disregarded in calculating the height of the building.

BICYCLE PARKING

- (s) Bicycle parking shall be provided at a minimum rate of 0.1 space per dwelling unit.

OTHER PROVISIONS

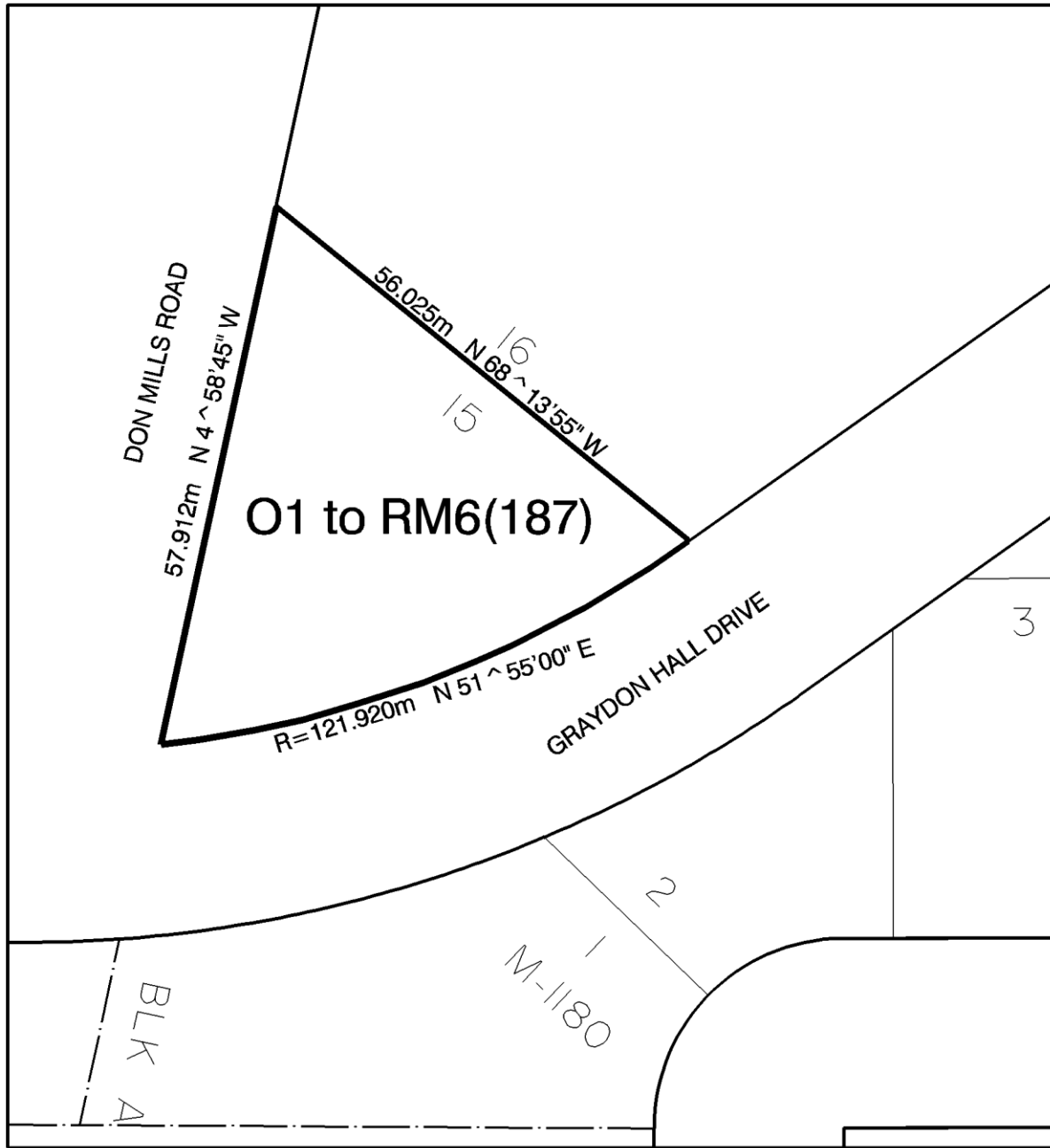
- 3. Within the lands shown on Schedule "RM6(187)" attached to this By-law, no person shall use any land or erect or use any building or structure unless municipal services are provided to the lot line and all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.
- 4. Section 64.20-A of By-law 7625 is amended by adding Schedule “RM6 (187)” attached to this by-law.

ENACTED AND PASSED this ~ day of ~, A.D. 2010.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Schedule 1

Lot 15, Registered Plan M - 1180 City of Toronto.
Survey information from Plan of Survey dated May 29, 2002 by Peter N. Aubrey of Donald E. Roberts Ltd.
Date: 02/03/2010
Approved by: SF

File # 06_200047



